are common in Mongolia and Sinkiang and to a certain extent in the northern part of China proper. In the South, wheelbarrows and men have predominated. Donkeys are utilized somewhat, especially in hilly districts. From the Yangtze Valley southward roads have generally been narrow. If paved, it has usually been with blocks of stone laid end to end and affording a track broad enough only for the wheelbarrow. Xo foreign resident of China where these older methods of transportation prevail will soon forget the lavish use of human labor, or the shrill complaint of the ungreased wheelbarrow. Sedan chairs often have served for the conveyance of passengers, donkey, mule, and horse litters have been known, and travel by horseback has not been uncommon, particularly in the North.

Inns are frequent on the main roads, and even on the by-ways are to be found in many of the villages. Judged by the standards of the present-day West they are decidedly uncomfortable, but probably they compare not unfavorably with those of the rest of the older Orient or of medieval Europe.

Manifestly, where a district can be reached only overland, commerce in commodities which combine large bulk and weight with comparatively small value proves unprofitable. It is obvious, too, in the light of these handicaps, why so often famine has wasted one part of the Empire when a surplus of food was to be found in another. Measured by days of travel, even China proper is a huge area.

Judged by modern standards, the postal service of the old regime was inadequate. A government post took charge of official dispatches. Many private agencies transmitted letters, parcels,

drafts, and specie by couriers and post boats. Few if any of the private agencies, however, extended over more than one or two provinces. Time distances, too, were great.

Given the many handicaps to internal commerce—the varieties of weights, measures, and monetary values, the lack of capital and of stock companies, and the poor transportation facilities—the wonder is that so extensive a domestic trade has existed. Obviously anything resembling the standardization of products and the huge corporations of the present-day United States has been quite out of the question. The economic organization of China is, too, manifestly in a much earlier stage of development than that